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cont within the pressure range B. Moreover, a determination is made of whether or not an automatic brake control is active, and whether or not an urgent brake operation has been performed. When the automatic brake control is active or the urgent brake operation has been performed, the drive starting and terminating timings are set in order that the accumulator pressure is within the pressure range B. It is to be noted that in each of such cases the driving current (the driving duty) of the electric motor M is set to the maximum (100%). --

Kindly replace paragraph [0037] beginning on page 15 with the following paragraph.

a2 -- [0037] As shown in Fig. 1, the pressure generator PG includes a master cylinder MC and a hydraulic pressure booster HB which assists the operation of the master cylinder MC by using the power hydraulic pressure outputted from the auxiliary hydraulic pressure source AP. The pressure generator PG further can be provided with the pressure sensor PS2 which continuously detects the hydraulic pressure outputted by the master cylinder MC. The output signal of the pressure sensor PS2 (i.e., the detected result) is available or can be used for checking whether or not the automatic brake control is active, or whether or not the vehicle is under the urgent brake operation. --
